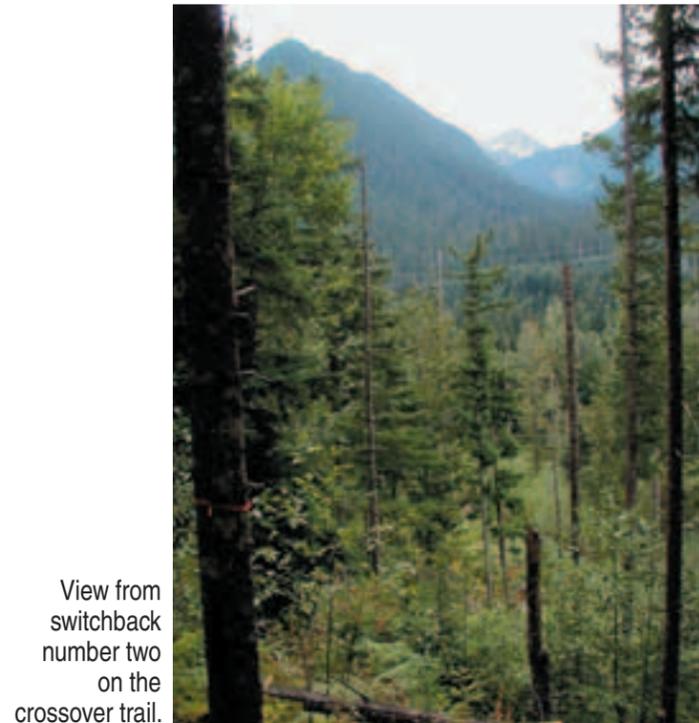


## Funding

The property for the project was purchased using funding from an anonymous donor to VOW, the King County Landmarks and Heritage Commission, and the Washington State Department of Transportation. Funding for the design and construction of the project is provided in large part by a National Scenic Byways Program grant from the Federal Highway Administration. The matching funds for the project are provided by many of the members of the Scenic Task Force.



View from switchback number two on the crossover trail.

## The Partnership Team – The Scenic Task Force

The Washington State Department of Transportation (WSDOT) is one of the partners that are interested in increasing public access to recreational resources and rest room facilities along state highways.

Team members:

- Washington State Department of Transportation
- The Volunteers for Outdoor Washington
- The USDA Forest Service, Mt. Baker Snoqualmie National Forest, Skykomish Ranger District
- King County
- The Town of Skykomish
- The Stevens Pass Greenway
- The Skykomish Historical Society
- Seattle University



Seattle University students and Ruth Ittner, volunteer coordinator, Iron Goat Trail Project

**Primary Project Contact**  
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**FAX:** 509-667-2855

For Information about the Partners

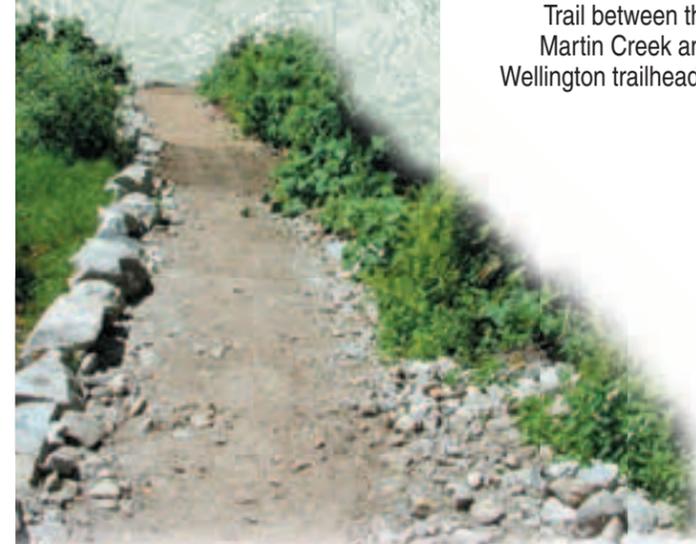
- Volunteers for Outdoor Washington:  
[www.trailvolunteers.org/iron.html](http://www.trailvolunteers.org/iron.html)
- The Iron Goat Trail:  
[www.irongoat.org](http://www.irongoat.org)
- King County:  
[www.metrokc.gov/](http://www.metrokc.gov/)
- Stevens Pass Greenway:  
[www.experiencewashington.com/byways/Byway.aspx?bwid=10](http://www.experiencewashington.com/byways/Byway.aspx?bwid=10)
- Seattle University:  
[www.seattleu.edu/scieng/preeng/](http://www.seattleu.edu/scieng/preeng/)
- Skykomish Ranger District:  
[www.fs.fed.us/r6/mbs/recreation/activities/trails/srd/srd\\_1074.htm](http://www.fs.fed.us/r6/mbs/recreation/activities/trails/srd/srd_1074.htm)
- Skykomish Historical Society:  
[www.skyhistory.org](http://www.skyhistory.org)
- Washington State Department of Transportation:  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)



## Project Purpose

The Iron Goat Interpretive Site will provide the traveling public with increased access to the historic, natural, and recreational resources along the Stevens Pass Greenway, one of Washington State's premier scenic byways. This scenic byway facility will include vault toilets, interpretive panels, an historic Great Northern caboose, traveler information, and access to the Iron Goat Trail.

Many agencies, organizations, volunteers and students have contributed over the past several years to the success of this project, and supports the missions of the agencies represented on its Scenic Task Force. The project implements two important planning documents; the Stevens Pass Greenway Corridor Management Plan and the Washington State Department of Transportation Highway System Plan for Safety Rest Areas.



# The IRON GOAT Interpretive Site

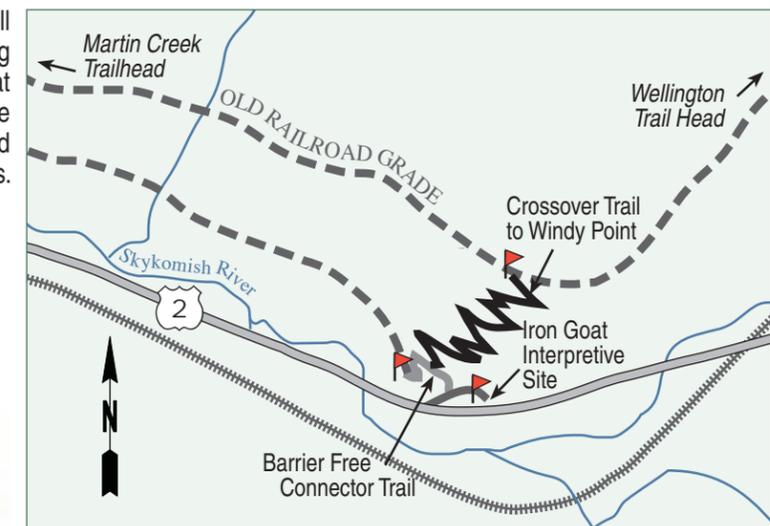


Area Shown at left

## Project Location

The Iron Goat Interpretive Site is located near the Town of Skykomish and Stevens Pass on US 2, the Stevens Pass Greenway. Traveling eastbound on US 2 from Monroe go to milepost 58.3, east of the Town of Skykomish. Traveling westbound on US 2 from Wenatchee go to milepost 58.3, east of the Town of Skykomish. The Iron Goat Interpretive Site is on the north side of the highway at the easternmost junction with the old cascade highway and US 2.

The Project will complete the missing link of the Iron Goat Trail between the Martin Creek and Wellington trailheads.



# Project History

The Mount Baker Snoqualmie National Forest Service and the Volunteers for Outdoor Washington (VOW) established a partnership more than 15 years ago to build and maintain the Iron Goat Trail north of US 2, near the Town of Skykomish east of Stevens Pass.

The story of the Iron Goat began more than 100 years ago when the last spike of the Great Northern Railway was driven, completing one of the most remarkable engineering feats of the 19th century. It marked the crossing of the Cascades at Stevens Pass which helped open the Pacific Northwest to settlement and trade with the rest of the world. Establishment of the Stevens Pass Historic District in 1976 recognized this feat.<sup>1</sup>

The Great Northern route is known as the best engineered of the transcontinental railways. The original route over the pass consisted of an intricate set of switchbacks cut into the mountainside.<sup>2</sup> Where trains once thundered, volunteers are now constructing an historic recreational trail. The Iron Goat Trail follows the original route for eight miles through forests of ferns, alders and evergreens from Martin Creek to the Wellington town site and trailhead. The trail from Wellington to Windy Point Tunnel is

barrier-free and there is another one-mile barrier-free segment near Martin Creek.<sup>3</sup>

For more than 10 years the Washington State Department of Transportation has been a partner with the Volunteers for Outdoor Washington in the Iron Goat Trail project. In the beginning the Department was merely an advocate offering letters of support when grant applications were pursued. In the mid-90s the Mount Baker Snoqualmie National Forest Service and the Department of Transportation teamed up to apply for a federal grant so that “the missing link” could be built.

The missing link at Scenic, Washington was a small community located 5.5 miles west of Stevens Pass on US 2, at the west end of the railroad’s 8 mile long Cascade Tunnel. This was also the site of the Scenic Hot Springs Hotel, which in the early 1900s was a destination resort along the Great Northern Railway. This site is the present day location of the Iron Goat Interpretive Site.

<sup>1</sup> www.irongoat.org

<sup>2</sup> Ibid.

<sup>3</sup> www.fs.fed.us/r6/mbs/recreation/activities/trails/srd/srd\_1074.htm

# Project Design

The Iron Goat Interpretive Site is a unique project because it is being built to “fit” into the landscape using context sensitive design practices. Compliance with environmental regulations, addressing safety issues, and applying sound engineering techniques are core factors that will inform the final design for the project. The previous property owner logged the site nearly 10 years ago. The primary goal of this project is to design and construct it with minimal amount of additional impact to the site.

The Stevens Pass Historic District and the Great Northern Railroad share a rich history. Significant interpretation of this history is already in place on completed

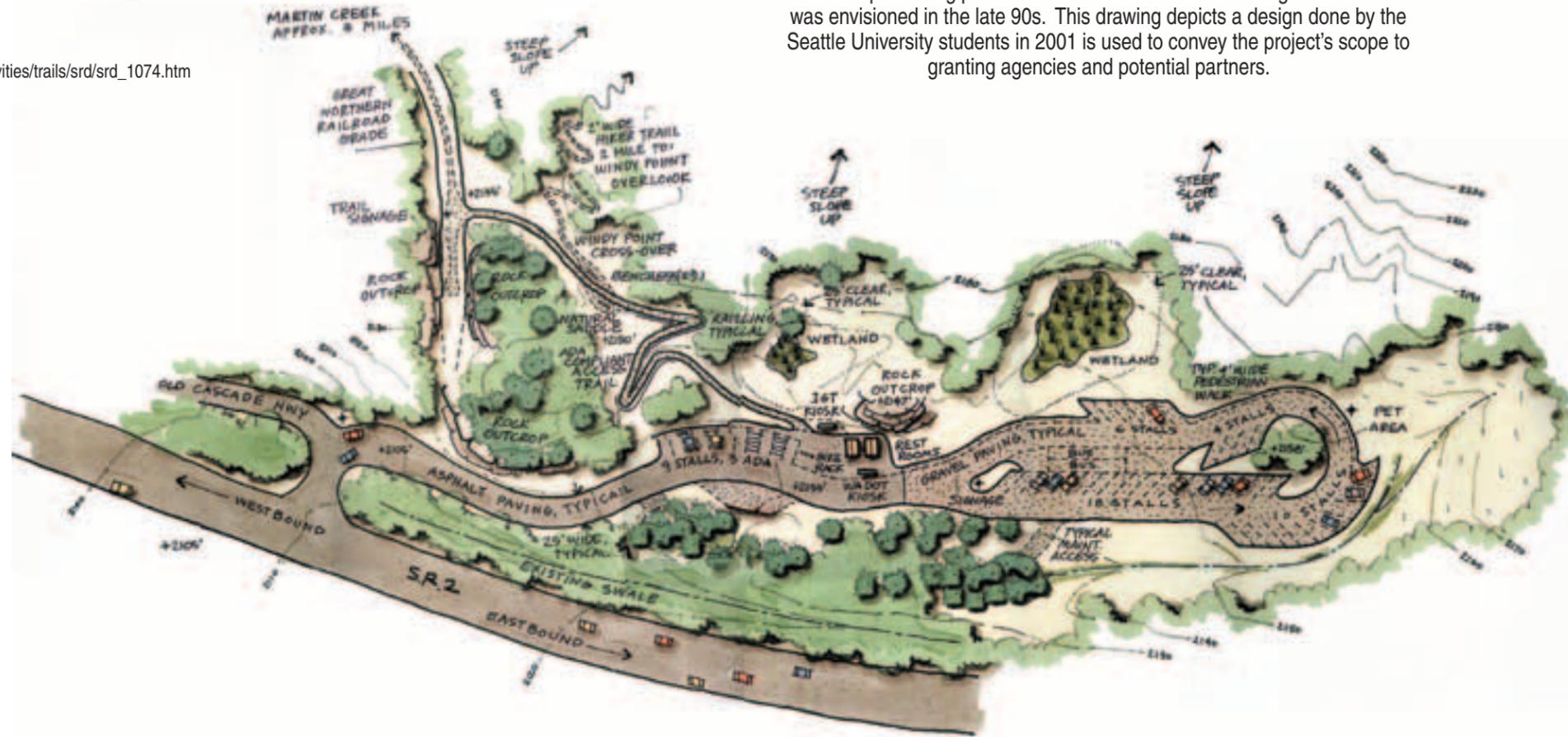
portions of the Iron Goat Trail and at the Martin Creek and Wellington Trailheads. The design of this site will provide a location for the missing part of the story to be told, as well as the physical infrastructure to connect the upper and lower grades of the trail.



The Interpretive Site will be similar in architectural style to the Wellington Trailhead.

The site features diverse vegetation and offers great potential for outdoor education and interpretation. The theme of the building design for the vault toilets will be similar to the Wellington Trailhead, keeping with the desired Cascadian style architecture of the Stevens Pass Historic District.

The concept drawing pictured here shows an artist rendering of how the site was envisioned in the late 90s. This drawing depicts a design done by the Seattle University students in 2001 is used to convey the project’s scope to granting agencies and potential partners.



## The Iron Goat Trail – Past and Present



Power pole installation near Scenic, ca. 1926



Old power poles, 2003



New Cascade Tunnel from Windy Point, 1928



Cascade Tunnel from Windy Point, 2003